

UNITED STATES DEPARTMENT OF THE INTERIOR
 MINERALS MANAGEMENT SERVICE
 GULF OF MEXICO REGION
ACCIDENT INVESTIGATION REPORT

1. OCCURRED

DATE: **18-JAN-2008** TIME: **0500** HOURS

2. OPERATOR:

Chevron U.S.A. Inc.

REPRESENTATIVE: **Matthews, Justin**

TELEPHONE: **(337) 989-3435**

CONTRACTOR:

REPRESENTATIVE: **Gisclair, Troy**

TELEPHONE: **(985) 637-9173**

3. OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR
ON SITE AT TIME OF INCIDENT:

4. LEASE: **00310**

AREA: **SM** LATITUDE:

BLOCK: **236** LONGITUDE:

5. PLATFORM: **160**

RIG NAME:

6. ACTIVITY:

- EXPLORATION(POE)
 DEVELOPMENT/PRODUCTION
 (DOCD/POD)

7. TYPE:

- HISTORIC INJURY
- REQUIRED EVACUATION
 - LTA (1-3 days)
 - LTA (>3 days)
 - RW/JT (1-3 days)
 - RW/JT (>3 days)
 - Other Injury
- FATALITY
- POLLUTION
- FIRE
- EXPLOSION

- LWC HISTORIC BLOWOUT
- UNDERGROUND
 - SURFACE
 - DEVERTER
 - SURFACE EQUIPMENT FAILURE OR PROCEDURES

COLLISION HISTORIC >\$25K <=\$25K

- STRUCTURAL DAMAGE
- CRANE
- OTHER LIFTING DEVICE
- DAMAGED/DISABLED SAFETY SYS.
- INCIDENT >\$25K
- H2S/15MIN./20PPM
- REQUIRED MUSTER
- SHUTDOWN FROM GAS RELEASE
- OTHER

6. OPERATION:

- PRODUCTION
- DRILLING
- WORKOVER
- COMPLETION
- HELICOPTER
- MOTOR VESSEL
- PIPELINE SEGMENT NO.
- OTHER

8. CAUSE:

- EQUIPMENT FAILURE
- HUMAN ERROR
- EXTERNAL DAMAGE
- SLIP/TRIP/FALL
- WEATHER RELATED
- LEAK
- UPSET H2O TREATING
- OVERBOARD DRILLING FLUID
- OTHER _____

9. WATER DEPTH: **14** FT.

10. DISTANCE FROM SHORE: **15** MI.

11. WIND DIRECTION: **NE**
SPEED: **15** M.P.H.

12. CURRENT DIRECTION: **W**
SPEED: **4** M.P.H.

13. SEA STATE: **4** FT.

17. DESCRIBE IN SEQUENCE HOW ACCIDENT HAPPENED:

During the early morning hours on January 18, 2008 at approximately 05:00 hrs the motor vessel (MV) Juan, a 200' lift boat had departed from Port Fourchon, LA and was en-route to Freshwater City, LA. While passing through Chevron's South Marsh Island-236 field the M/V came into contact with an unidentifiable structure that was not seen by crew members onboard. Prior to contact one crew member was at the controls and noticed what seemed to be a large "blur" showing up on the radar screen. Moments later the M/V collided with the structure and a loud sound of gas being released could be heard by the crew member's onboard coming from the structure. A total of 2.84 gallons of liquid hydrocarbons were released into the gulf waters surrounding the small structure. The pollution (oil/gas) was estimated at daylight and was reported to be a silvery sheen measuring 150 feet in width and 2 miles in length. All pollution released as result of the incident dissipated during the course the day. Due to the M/V size and location of heat sources onboard the M/V no gas was able to reach areas where possible ignition could have occurred.

Chevron's platform personnel located at South Marsh Island 236 A facility received and responded to an alarm after well No. 160 was struck. The PLC monitoring system used at South Marsh 236 activated shutting the well in at the surface safety valve. Alerted by the alarm platform personnel were able to utilize the PLC system to close the surface controlled subsurface safety valve (SCSSV) stopping any further pollution and preventing any injuries. No part of the ESD or fire loop system located on the structure was damage in the collision.

The Lafayette District could not determine from the investigation, if in fact, the nav-aids were fully operational at the time of the incident. Chevron firmly denies that the lights on the structure were not operational. A finding in the investigation indicated that the nav-aids had just been serviced prior to the incident and were found to be in good working condition. Crew members on board the M/V claim that the nav-aids on the structure were not working at all at the time of the collision, but did say they could faintly hear the fog horn as they approached the structure. Since completing this report all repairs to the structure have been completed and the well has been returned to production.

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

The probable cause of this incident is that the M/V crew failed to maintain control of the vessel to prevent striking the satellite well. Also, the mate piloting the vessel did not realize that they were located in a multi-jacket, multi-caisson field.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

It is undetermined whether or not weather may have been a factor and it is undetermined whether or not the nav-aid lights were operating properly.

20. LIST THE ADDITIONAL INFORMATION:

21. PROPERTY DAMAGED:

- 1-Surface Wellhead
- 2-Pneumatic control tubing
- 3-Wellhead flowline
- 4-Wellhead gas lift line
- 5-Facility cribbing
- 6-Facility hand rails

NATURE OF DAMAGE:

- 1-Bolts and studs broken and bent, tree flange bent
- 2-Smashed and bent
- 3-Flow line twisted and bent
- 4-Gas lift line twisted and bent
- 5-Cribbing broken and bent
- 6-Hand rail broken and bent

ESTIMATED AMOUNT (TOTAL): **\$350,000**

22. RECOMMENDATIONS TO PREVENT RECURRENCE NARRATIVE:

MMS,Lafayette District has no recommendations.

23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: **NO**

24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

11-FEB-2008

26. ONSITE TEAM MEMBERS:

Jason A. Abshire / Tom Basey /

29. ACCIDENT INVESTIGATION

PANEL FORMED: **NO**

OCS REPORT:

30. DISTRICT SUPERVISOR:

Elliott S. Smith

APPROVED

DATE: **07-APR-2008**

